

COUNTRY	East Germany	REPORT	25X1
TOPIC	Schorfheide Airfield		25X1
EVALUATION		PLACE OBTAINED	25X1
DATE OF CONTENT			25X1
DATE OBTAINED		PREPARED 3 February 1953	25X1
REFERENCES			
PAGES	3	ENCLOSURES (NO. & TYPE)	1 - one sketch on ditto
REMARKS			
This is UNEVALUATED Information			25X1

1. In mid-November, the construction staff at Schorfheide airfield including construction superintendent Scheddin (fnu) were arrested and brought to Templin. All of the members of the staff, except Scheddin, were released in mid-December and subsequently dismissed by the construction headquarters in Brandenburg. They were no longer allowed to enter the construction site at the field. On 20 November, a new construction superintendent, Herr von Roeder, and some construction engineers and technicians arrived at Schorfheide coming from the Brandenburg Bauunion. Additional construction personnel followed on the next days. The dismissed construction workers were replaced by early December.<sup>1</sup>

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2. [redacted] the number of construction workers at the field was increased to about 1,600 men. Old workers had returned and new laborers were hired. On 15 December, about 250 workers were allegedly dismissed because they had not fulfilled their quota. The dismissed workers were immediately replaced by laborers from other construction sites, such as the Oranienburg canal project and airfield. New workers were expected to be hired during and after January 1953. For this purpose, five halls with a total capacity of about 500 men were requisitioned. The food issued to the workers at the construction site was good, but there were frequent differences because of the pay. An estimated total of 300 Soviet engineers and air force troops were employed at the field. They were issued 15 grams of Soviet tobacco (Makhorka) per day.<sup>2</sup>

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3. In late November and early December, seven caterpillar tractors towing scrapers lifted the humus layer along the staked-off runway between the surveyor's pegs 16 to 45. In mid-December, work was resumed for marking the runway toward the east as far as peg No 58 in Jagen (forest sub-area) 192. An area about 200 meters wide was graded just north of the runway. [redacted]

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[redacted] this area is to be sown with grass. In mid-December, grading work started on the strip south of the runway in Jagen 195 and 196. Cement for concreting the runway was not yet hauled to the construction site.

4. In early December, many rails for a narrow-gauge field railway were trucked from Zehdenick to the southern sections of Jagen 193 and 194, where they were piled up. Trucks of the Soviet motor transport unit located in Jagen 125 were used for this purpose.<sup>2</sup>

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5. Work progressed only slowly on the barracks installations in Jagen 126. In early December, these buildings were constructed up to the ground floor and in mid-December, one building was covered with the wood work for the roof. No tiles were available as yet.
6. [redacted] the spur track from the west was completed as far as Jagen 167 east of Grunewald. Work continued on the strip between Jagen 167 and Jagen 193. The rails for this strip had not yet arrived. The railroad embankment generally was 60 cm high and increased up to 180 cm in Jagen 191. The construction of cement silos was planned along the railroad embankment. [redacted] sketch of the previously completed strip.<sup>2</sup>
7. It was allegedly intended to give leave to all German workers between 23 December 1952 and 5 January 1953. In the meantime, work was to be continued by Russians.
8. In early December [redacted] the Soviet Construction Staff 101 which was quartered in the temporary building about 1 km south of the field was charged with construction work at the field. Chief of the construction staff was Lieutenant Colonel or Colonel Kirk (fnu) (phonetic spelling). It was rumored that Kirk would soon be replaced by a new officer from Leipzig. Another officer assigned to the construction staff was Alekseyev (fnu). [redacted] only Russians were quartered in the temporary buildings which were assigned to Construction Staff No 101. Work at the field was performed by the Brandenburg-Baunition which also hired the workers for this purpose. Scheddin who previously was the construction superintendent had allegedly been arrested some time ago because of illegal business transactions. He was to be replaced by another construction superintendent possibly a Herr Schwedter (fnu).<sup>1</sup>
9. In early December, the northern longitudinal section of the field was cleared to a width of about 500 meters, while uprooting and grading work was in progress in the western section of the field. Uprooting was still being done in the eastern section.
10. The rails for the spur track from the Vogelsang railroad station were laid. The track was to cross the Vietmannsdorf-Gross Doelln road and lead to the cement mixing installation.
11. Construction work on cement silos and cement mixing installations was allegedly in progress east of the Vietmannsdorf-Gross Doelln road. West of this road, there were locomotive sheds and a repair shop for narrow-gauge field railway locomotives. A well with a pump and a temporary watertower was located north of the cement silos. Four large temporary buildings which housed the Construction Staff No 101, an educational building with a motion picture theater and several large temporary buildings for German workers were located in Jagen 125. Seven permanent buildings were in construction in Jagen 126. Some of them were nearing completion. The foundation of these buildings consisted of two walls with a vacant room between. A large temporary building which housed the construction staff of the Brandenburg Baunition was observed in Jagen 127 along the Vietmannsdorf-Gross Doelln road. East of this road there was a sawmill with four grates and some halls with circular saws and planers. This sawmill was subordinate to the Construction Staff No 101.

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12. In early December, three rows of masts at regular intervals were being erected along the clearing in the woods. Spotlights were fitted on some of these masts. [redacted] work on the runway was to be done also at night. [redacted] the runway was to be provided with a top layer of 50 cm.

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13. In early December, a large portion of the field was surrounded by a barbed wire fence. Barriers and sentry boxes were set up at individual roads leading to the field. The Soviet sentries posted there wore black epaulets. A portion of the Soviet troops who were observed at the field were quartered in tents in the vicinity of Kleine Vaetersee.

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15. In December, way bills seen on freight cars at the Vogelsang railroad station read:  
"Baunion Brandenburg, Construction Site Gross Doelln" and "Soviet Construction Staff. 1-3. Olbricht Strasse, Leipzig N 22".  
Previously [redacted] the inscriptions "Soviet Construction Staff 12 Gross Doelln" and "Unit Kirk".<sup>3</sup>

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16. In early December, grading and the construction of temporary buildings were in progress at the field. The work force was to be increased to about 3,000 prior to the beginning of 1953.<sup>2</sup>

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1. [redacted] Comment. The name of the construction superintendent who is to replace Scheddin is not yet known. The chief of the Soviet Construction Headquarters No 101, Colonel Kirk (fnu), was reported previously. [redacted] A Captain Alekseyev is known to be assigned to the Werder construction staff. His last mission is unknown.

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2. [redacted] Comment. The various construction projects at Schorfheide which are known from previous reports are still in progress. Noteworthy is the intended extension of the runway to the east and the concrete cover of 50 cm on top of the runway. [redacted]

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[redacted] For course of spur track, see Annex. It is noteworthy that personnel from Oranienburg arrived in Schorfheide. [redacted]

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3. [redacted] Comment. The Soviet construction staff in Leipzig is a construction battalion which is quartered in the Hindenburg Kaserne [redacted]. The designation Unit Kirk derives from Colonel Kirk, who is the chief of the construction staff.

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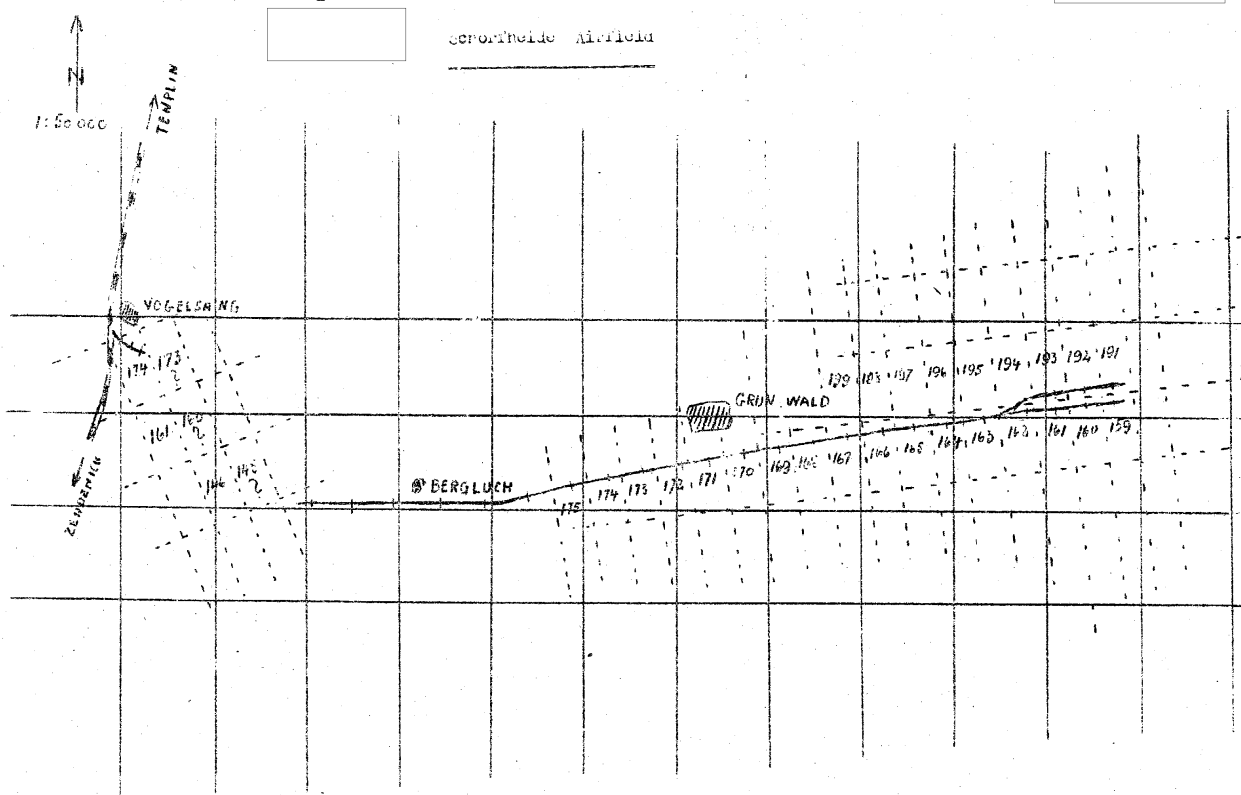
Annex

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SECURITY INFORMATION

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Spur Track from Vogelsang Railroad Station to Schorfeide Airfield